

**AMENDMENTS TO THE SPECIFICATION**

**Please amend the specification as follows:**

**Page 1, paragraph [0002] is amended as follows:**

[0002] Heretofore, heavy duty tires such as a tire for truck and bus, a tire for construction vehicle and the like have been used under a very high load, so that it is generally and widely attempted to prevent settling of a bead portion, rim chafing and rim slippage and the like and to improve an air sealing property and the like by disposing a rubber chafer in at least a part of the bead portion contacting with a rim. In the tire provided with the rubber chafer, an innerliner is arranged in the inner face of the tire for the purpose of improving the air sealing property of the tire, in which [[a]] an end of the innerliner is usually located in the vicinity of a toe end of the bead portion and a part of the innerliner overlaps partially with the rubber chafer. In this tire, however, the adhesiveness between the innerliner and the rubber chafer is poor, so that there is a problem that when a joint portion between the innerliner and the rubber chafer is particularly located in the vicinity of the toe end, cracks easily occur at an interface between the innerliner and the rubber chafer during the running on the market.